



BY HOWARD S. FISK.

THE use of motor trucks in actual field service by the United States Army in the punitive expedition into Mexico in search of Francisco Villa and his band marks a new era in American history. It is the first time that vehicles of this type have been placed in service, and the present campaign across the border is expected to reveal the comparative merits of the motor truck and the motor truck under the most difficult conditions imposed by military service.

The most noteworthy has also demonstrated to the world the speed with which American industries can be "mobilized" to supply the sudden needs of Uncle Sam. As further evidence of the preparedness of the country, several motor truck companies were organized and the men enlisted for duty in Mexico in record-breaking time. Within twenty-four hours after orders had been placed with American truck companies, scores of motor trucks were en route to the frontier, where the regular army bodies were fitted and assigned to service.

To show how promptly this business was done, the awards for the truck chassis were made by the War Department late one afternoon. By the terms of the contract each of the companies receiving the contracts were required to ship twenty-seven chassis and a repair wagon to El Paso, Tex., within thirty days. Within twenty-four hours after the orders were placed special trains were racing to the border, carrying the trucks which composed the first motor truck companies of the United States Army. The wagon bodies for the chassis were forwarded to El Paso from the quartermasters' depot at Jeffersonville, Ind. Each motor truck company consists of twenty-eight cars, one being a repair wagon. The number of men assigned to the operation of the trucks is thirty-four, as follows: One driver, three assistant truckmasters, twenty-eight chauffeurs, one mechanic and one helper. One company was organized at Cleveland, Ohio, one at Detroit, Mich., and two at Kenosha, Wis. Capt. James W. Furrow of the Quartermaster's Corps, U. S. A., who is stationed at Chicago, assumed command of Company No. 1, from which the first motor truck company was sent to El Paso. Capt. Murray Smith of the Quartermaster's Corps, U. S. A., commanded Company No. 2, which was sent to El Paso from Detroit.

the border in command of Capt. Charles B. Drake.

Last Stand of Army Mule.

The organization of the first motor truck companies, which marks the last stand of the army mule, not only disclosed the speed with which military emergencies can be met, but also revealed the degree of preparedness on the part of the American manufacturer. The pay of the members of the companies will be on the basis of what they have been receiving for chauffeur work. They will remain in the employ of the government. To facilitate the supervision of the first company organized at Cleveland, Ohio, the truckmasters were provided with motor cycles. Each of the three assistant

of America he told of the influence of power wagons in the military preparedness campaign, pointing out that these vehicles have so far played a role such as even the most enthusiastic military men never dreamed of.

Motor Trucks in War.

Discussing the wonderful changes brought about by the motor truck, particularly its value as a means of transportation in war preparedness, Mr. Hugo said that so great was France's faith in the value of motorized transports for troops and provisioning her armies, within twenty-four hours after the declaration of war, there were few public auto buses left in Paris and within ten days nearly 19,000 power

cultural implements and electrical machinery. "In fact, motor car exports were surpassed in value last year only by exports of iron and steel and manufactures thereof, explosives, refined mineral oils, copper and manufactures, wheat, horses, mules, cattle and sheep. This means, moreover, that they have also exceeded the value of manufactured cotton, leather, chemicals, drugs, dyes and medicines and exports of wheat flour. Besides, as this country at the present time is the only producing source for motor vehicles, the motor truck industry of all others here for some time to come will be most stimulated by the European conflict, even after peace is restored."

Patent leather mules in patent leather cars, both lined with purple moiré silk, are an excellent addition to the over-night bag.

ONE OF THE NEW U. S. ARMY MOTOR TRUCKS IN SERVICE IN MEXICO.



FIFTY-SIX JEFFERY QUADS OF THIS TYPE WERE PURCHASED BY THE QUARTERMASTER'S CORPS AND ARE IN USE IN THE VILLA PUNITIVE CAMPAIGN, HAVING BEEN RUSHED TO THE BORDER ON SPECIAL TRAINS.

truckmasters will have charge of nine trucks. The first motor truck in use in the United States Army was one of five-ton capacity, purchased in 1907. At the beginning of the present year there were over 100 motor trucks in the service of the Quartermaster's Corps, consisting of twenty-seven varieties. The truck capacity found to be most available for general use in army transport service is the one-and-a-half-ton. This size, according to information from the office of the quartermaster general, is best suited to the character of country roads and the strength of bridges. It also fits in conveniently with the supply system of troops, as it is of the same capacity as the standard four-mule wagon.

The means of transport required for supplies to troops is divided into the following classes: The class of transportation that immediately accompanies the troops and lays down the daily requirements in the way of rations, forage and ammunition. This transportation may be described in the preceding paragraph. The transportation employed on the line of communication at depots, arsenals, mobilization points and concentration points. The bodies mounted on the chassis are similar to those used in the Philippines, Alaska, and China. They are fitted with the regulation bows and canvas covers, which have been characteristic of the field wagons heretofore drawn by mules.

The trucks in the four companies, which are all of the one and a half-ton capacity, will carry three times as much as a six-mule team under the conditions to be encountered in Mexico and it is said will be particularly valuable on long marches inasmuch as they do not have to carry the great quantities of fodder required by mules.

Four Wrecking Trucks.

Attached to each motor unit, as they are called, is a wrecking truck, which is equipped with everything imaginable needed in making any repairs along the road. It is a towing machine should one become disabled. On each of these trucks is a large crane, together with winches, steel cables, picks, shovels, jacks and tools of every description. Each one of the fifty-six trucks shipped from Kenosha is supplied with spare parts to last a truck one year. These parts are carried along in each truck.

An indication of the speed with which the recent motor truck units were prepared for shipment is shown by the fact that the first order for fifty-six trucks were sent over the long-distance telephone by the War Department at 2 o'clock in the afternoon. One message was sent to Cleveland, Ohio, and the other to Kenosha, Wis. Within twenty-four hours after the orders were placed special trains were en route to the Mexican border, each bearing twenty-eight trucks, eight motor trucks were sent to Kenosha, this second shipment being dispatched between the hours of 2 o'clock in the afternoon and 5 o'clock the next morning. The fourth order for eight trucks, sent to Detroit, Mich., at 6 o'clock one evening resulted in the shipment being sent northward at 10 o'clock the next morning. Up to the close of the present week the truck awards have been as follows: Six Jeffery four-wheel-drive trucks, known as "quads," twenty-eight Whites and twenty-eight Packards. The United States Army has designed a number of body types for field service, one of the most recent being the traveling wheelbarrow station, with a seating radius of 250 miles and an almost unlimited receiving radius. The motor that supports the antenna is eighty feet high when extended and as carried in sections on the side of the motor truck. The sections are pulled up and joined one to another in much the same way as the old-fashioned chimney sweep used to join the sections. His elongated broom handle. Another type is a traveling machine shop developed by one of the governments in the European war. This shop contains, with other things, a lathe, a forge of the portable type and all other mechanical equipment.

That was a terrible test in which to demonstrate the efficiency of the motor truck is the opinion of Francis M. Hugo, secretary of state for New Mexico. He said that the first motor truck in the history of the United States Army was one of five-ton capacity, purchased in 1907. At the beginning of the present year there were over 100 motor trucks in the service of the Quartermaster's Corps, consisting of twenty-seven varieties. The truck capacity found to be most available for general use in army transport service is the one-and-a-half-ton. This size, according to information from the office of the quartermaster general, is best suited to the character of country roads and the strength of bridges. It also fits in conveniently with the supply system of troops, as it is of the same capacity as the standard four-mule wagon.

wagons and 50,000 motor cars had been commandeered by the government. The secretary also described the scientifically organized systems of sections on power wagons in all the European nations and of its proposed adoption in this country, citing the national governments' order of fifty-four heavy motor trucks for use in the Mexican campaign, this being the first auto truck company to be organized for the United States Army. He told how the Automobile Club of France had first begun such a plan as far back as 1897 and how the French government in 1907 had further subsidized this system in such a way as to acquire, subject to immediate demand, a fleet of approximately 10,000 motor cars. "The German war office," he explained, "established in 1905 a similar system, but was comparatively small due largely to the fact that the industry in Germany has not yet attained any appreciable importance, because of the rugged country, despite its vast system of improved highways."

Speaking of the present war conditions as influencing the demand for this new method of transportation, Secretary Hugo said that heretofore, and even now, horses have been in great demand, for notwithstanding the many thousands of available power wagons, they have not been in sufficient number to move the tremendous tonnage of modern munitions of war. He spoke of the thousands of motor cars which so far have been destroyed, and cited statistics showing that during the last two years this country has exported over 50,000 motor vehicles valued at \$125,000,000, this number representing 65,000 passenger cars and 25,000 power wagons, an increase over 1914 of 232 per cent and 3,447 per cent respectively.

"United States cars are now on trial before the world," said Mr. Hugo in conclusion, "and the manufacturers in this country are not only doing more domestic business than ever before, but they are also supplying the demand for these vehicles formerly satisfied by the three greatest manufacturing and exporting nations now at war."

"During last year alone the automobile exports and parts ranked fifth in value among all manufactured articles, exceeding over \$111,000,000. This amount is greater than the combined exports of all other kinds of machinery, including steam and electric railroad cars, locomotives, carriages, wagons, bicycles, tricycles, stationary marine and automobile engines, agri-

MOTORISTS AT PANAMA HAVE MANY TROUBLES

Only Twenty-Six Miles of Travelable Highway in Entire Canal Zone.

Latest to join the 600-odd state and local organizations included in the American Automobile Association is the Panama Automobile Club, with a membership of 150 and a representative list, which includes men who have lived and motored in all parts of the United States.

Though there are only twenty-six miles of travelable highway in the Canal Zone, and even less in the public of Panama, with restrictive laws sadly out of date, the Panama motorists find self-propelled vehicles a pleasure which approaches a luxury because of registration taxes averaging \$50 per car. Dr. W. B. Pierce is the president of the club, with Capt. W. V. Pratt, U. S. A., serving as first vice president, Major J. B. Mitchell of Fort Grant, treasurer, and John R. Binghamman of Balboa in secretarial charge. Raoul Espinosa of Panama City is the chairman of the good roads committee. Capt. C. H. Patterson of Ancon fills the legislative chairmanship. William Spencer and Dr. Forrest Evans, respectively, serve as chairmen of the public safety and membership committees. Brig. Gen. C. R. Edwards is among the many notables embraced in the membership.

President Pierce of the Panama club is spending a period in the National Capital, and, in co-operation with the A. A. A. officials, he is seeking a modification of the motoring restrictions of the Canal Zone. The old limit of eight miles an hour in the city and the excessive registration taxes particularly call for attention, and it is contended that since the Canal Zone conditions are not dissimilar to the District of Columbia, there should be as much as possible a duplication of the automobile regulations. Dr. Pierce is of the opinion that ultimately a first-class road will practically parallel the canal, though at present its building is quite indefinite.

PEOPLE ALONG ROAD AID MOTOR TOURISTS

Driving Over Lincoln Highway Made Easy, Says Association Headquarters Statement.

Members of Woman's Relief Corps, Auxiliary to G. A. R., to Help Beautify Route.

Now that thousands of motorists are making their plans for the long transcontinental drive from coast to coast over the Lincoln highway during the coming summer, a statement just issued by the national headquarters of the Lincoln Highway Association, at Detroit, in regard to touring equipment is receiving widespread attention. In effect it is a welcome contradiction of the generally accepted idea that a car should be laden with an overabundant supply of extra parts and personal baggage of every description without end.

Keeping step with the phenomenal development in the actual building and improvement of the Lincoln highway itself, the people along the route have aided and encouraged tourist traffic by providing hotel, garage and general accommodations, which eliminate the necessity of carrying bothersome extra weight.

Motorist Gives Experience.

The experience of one motorist who made the return trip from the Pacific coast over the Lincoln highway in the late fall of 1915 is decidedly in point in this connection. He says: "With the knowledge gained during this trip, most of the annoying situations could be entirely avoided on a future trip over the Lincoln highway. The facts are the people of the west are thoroughly alive to the future possibilities of the main touring highway and are losing no time in 'preparation.' Little towns, with only a few houses, now have well built garages and gasoline filling stations. The familiar red pumps are not uncommon sights at crossroads. However, we were ignorant of this progress and loaded the car down with emergency supplies that were hauled hundreds of miles, while some were never unpacked."

Women Aid in Beautification.

The Woman's Relief Corps, a national organization of 24,800 members, which is an auxiliary to the Grand Army of the Republic, is planning a campaign to aid in the general beautification of the route of the Lincoln highway. Their first step will be to see that each and every schoolhouse on the Lincoln highway has an American flag of standard size, and other plans are now forming. Their work will be along the same lines as that of the General Federation of Women's Clubs, which has undertaken the task of beautifying the Lincoln highway from one coast to the other.

New Tire Store Is Opened.

The Circle Tire Company, Inc., announces the opening of an automobile tire and accessory store tomorrow at 1214 14th street northwest. The company has been appointed exclusive distributors for

the Miller tire in this city and adjacent territory in Maryland and Virginia. R. A. Israel, for the past year manager of the Motor and Tire Sales Company, is a member of the company, and its general manager, Frank B. Gibb of New York is president of the concern. Mr. Israel returned yesterday from Akron, Ohio, where he concluded negotiations to represent the Miller tire.

A Paige Delivery.

A Fairfield 6-46 seven-passenger Paige touring car was delivered during the past week to H. A. Thrift.

Studebaker Deliveries.

Six-cylinder Studebaker touring cars have been delivered to Dr. John Darby and Theodore Pickard; a four-cylinder roadster to Robert Bender and a one-ton delivery truck to George M. Oyster.

Driving Dort Cars Now.

Those who purchased 1916 Dort cars during the past week include the following: R. O. E. Davis, A. L. Donaldson, Mrs. Catherine M. MacLennan, Dr.

J. A. Watson, Anncostia, D. C.; Indian Head Motor Company, Indian Head, Md.; R. W. Jones, Churchville, Va.; two cars, Muse & Thompson, Oak Grove, Va.; Crane Auto Company, Orange, Va.; Roanoke Seed and Supply Company, Roanoke, Va.; and Byron S. Dorsey, Mount Airy, Md.

Purchase Franklin Cars.

A Franklin 6-20 touring car was delivered last week to George W. Noyes, and a convertible sedan to T. M. Sallaberger.

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Nine Reasons WHY? One Reason HOW!

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!! TIMKEN differential with spiral gears, and transmission running on Timken roller bearings incased in an accessible differential housing on rear axle. !!

!! GEAR SHIFTING is practically unknown both in town and country running. Makes 1 1/2 to 55 miles on high gear. Develops twenty miles on the gallon of gasoline; 150 miles on a quart of oil. !!

!! FOREIGN DESIGN, yacht-lined body, with gasoline tank under cowl, with simple gravity feed system, equipped with gasoline gauge in view of driver. Positive feed, and tank protected from rear-end collisions. Body well upholstered and of liberal dimensions, both in width and depth, for five grown people. !!

!! 112-INCH WHEEL BASE, car will make a complete circle in twenty-four feet. !!

!! HONEYCOMB FEDDIS RADIATOR, incased in black enamel frame, protecting the radiator and finish to the enamel. !!

!! WARNER steering assembly of the worm type, which insures easy operation and protection. !!

!! WAGNER two-unit starting and lighting system, equipped with Ward-Leonard electrical fittings, which are thief and fool proof. !!

!! BY SCIENTIFIC construction and management the Saxon Motor Company will manufacture 35,000 cars for 1916 that cannot be duplicated and sold for within 25% of the popular prices of the Saxon Six-Cylinder. !!

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Four-Cylinder Runabout, \$395.00

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Has taken every hill between New York and Chicago via the Albany-Buffalo route with a 14-hp. man. Can be, and is being, ridden by an 8-year old boy. Simple to operate. Low cost upkeep. 100 miles on a gallon of gasoline.

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THE Detroit ELECTRIC LUBRICATION CO. 1407 H Street. Phone Main 7993.

National Tel. Main 8761. COMES MOTOR CO. 27 Ave. N.W. Service Station. 1633 L. N.W.

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